COAST PILOT CORRECTIONS

COAST PILOT 3 34 Ed 1999 Change No. 19
LAST NM 41/01

Page 129—Paragraph 71, lines 2 to 5; read:
west of Cape May Inlet. In March 2001, the midchannel controlling depth was 12.1 feet through Cape May Inlet to the inner end of the jetties; thence in April 2000, 11.7 feet to the Coast Guard large wharf on the south side of the harbor; thence in April-August 2000, 4.1 feet (6.6 feet at midchannel) to ...
(BP 173644; BPs 172400-01; BP 172207; CL 724/00) 42/01

Page 173—Paragraph 111, line 4; read:
with a controlling depth of 1.6 feet in May 2000, extends about ...
(CL 1457/01; BP 175123) 42/01

Page 179—Paragraph 116, lines 6 to 7; read:
In August 2000, the midchannel controlling depth was 5.3 feet to Daybeacon 3, thence 10 feet to the harbor. Some supplies, fuel, and berthing are available. Repairs ...
(CL 1496/01; BP 175165; LL/01) 42/01

Page 195—Paragraph 84, line 4; read:
public landing 1.5 miles above the entrance. In August 2000, ...
(BP 175130) 42/01

Page 195—Paragraph 96, line 5; read:
controlling depth of 7.9 feet (8.9 feet at midchannel) in May 2000 ...
(BP 173268) 42/01

Page 197—Paragraph 123, lines 4 to 6; read:
of 7 to 5 feet inside the creek. In July 2000, the entrance channel had a controlling depth of 5.3 feet. There are several ...
(CL 145/01; BP 173246) 42/01

Page 230—Paragraph 60, lines 3 to 6; read:
channels. In January 2001, the controlling depths were 6.1 feet (6.5 feet at midchannel) from Chesapeake Bay and 6.0 feet (7.3 feet at midchannel) from Tangier Sound; a depth of 7.0 feet was in the anchorage basin at Tangier with lesser depths along the N and S edges.
(CL 1459/01; BPs 175126-29) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 20

Page 54—Paragraphs 749 to 758; read:

(f) The draw of the Route 30 Bridge across Beach Thorofare, mile 67.2 at Atlantic City shall open on signal except that, year-round from 11 p.m. to 7 a.m. and, from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open if at least four hours notice is given.

(g) The draw of the US40-322 (Albany Avenue) Bridge, mile 70.0 across Inside Thorofare, at Atlantic City, shall open on signal except that:

(1) Year-round, from 11 p.m. to 7 a.m.; and from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open if at least four hours notice is given;

(2) From June 1 through September 30:

(i) From 9 a.m. to 4 p.m. and from 6 p.m. to 9 p.m. the draw need only open on the hour and half hour; and

(ii) From 4 p.m. to 6 p.m. the draw need not open.

(h) The draw of the Dorset Avenue Bridge across Inside Thorofare, mile 72.1 at Ventnor City, shall open on signal except that from June 1 through September 30, from 9:15 a.m. to 9:15 p.m., the draw need only open at 15 and 45 minutes after the hour.

(i) The draw of the Route 52 (Ninth Street) Bridge, mile 80.4 across Beach Thorofare, at Ocean City, shall open on signal except that from Memorial Day through Labor Day from 8 a.m. to 8 p.m., the draw need only open on the hour and half hour.

(j) The draw of the Stone Harbor Boulevard Bridge, mile 102.0 across Great Channel, at Stone Harbor, shall open on signal except that:

(1) From October 1 through March 31 from 10 p.m. to 6 a.m. the draw need only open if at least eight hours notice is given.

(2) From Memorial Day through Labor Day from 6 a.m. to 6 p.m. on Saturdays, Sundays and Federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 20 minutes before the hour.

(k) The draw of Cape May Canal Railroad Bridge across Cape May Canal, mile 115.1, at Cape May shall operate as follows:

(1) The draw shall be maintained in the open position; the draw may close only for the crossing of trains and maintenance of the bridge. When the draw is closed for a train crossing a bridge tender shall be present to reopen the draw after the train has cleared the bridge. When the draw is closed for maintenance a bridge tender shall be present to open the draw upon signal.

(2) Train service generally operates as follows (please contact Cape May Seashore Lines for current train schedules):

(i) Winter (generally December through March): In general, there is no train service, therefore the bridge is unmanned and placed in the full open position.

(ii) Spring (generally April through May and Fall (generally September through November): Generally weekend service only: Friday through Sunday train service starts at 10 a.m. and ends at 7:30 p.m. Monday through Thursday the bridge generally unmanned and in the open position.

(iii) Summer Service (generally June through August): Daily train service starting at 10 a.m. and ending 7:30 p.m.

(3) When a vessel approaches the drawbridge with the

COAST PILOT 3 (Continued)

draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw. When the draw is open and will be closing promptly, the drawbridge will generally signal using sound signals or radio telephone.

(4) Opening of the draw span may be delayed for ten minutes after a signal to open except as provided in (117.31(b). However, if a train is moving toward the bridge and has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, the train may continue across the bridge and must clear the bridge interlocks as soon as possible in order to prevent unnecessary delays in the opening of the draw.

(33 CFR 117.733; CL 1364/01; FR 07/31/01) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 21

Page 146—Paragraph 97, line 9; read:

destination. Depths in the traffic lane are 48 feet or more.

(NOS 12214; CL 531/01) 42/01

Page 152—Paragraph 217, lines 4 to 14; read:

Chesapeake and Delaware Canal. A light marks the Delaware River entrance to Delaware City Branch Channel. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides; thence in 1983, the controlling depth was 6 feet in the channel. Depths alongside the Delaware City bulkhead were 7 feet to bare in May 1999. The entrance channel at the Chesapeake and Delaware Canal end of the branch channel was reported, in July 2000, to have a depth of 7 feet; a submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.

(BP 168617; NOS 12277; CL 506/01; LL/01) 42/01

Page 159—Paragraph 358; read:

The Passyunk Avenue bridge, 3.5 miles above the entrance has a bascule span with a clearance of 50 feet. (See **117.1 through 117.59 and 117.905(b)**, chapter 2, for drawbridge regulations.)

(CL 617/01) 42/01

Page 165—Paragraph 65, lines 3 to 9; read:

Delaware City. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides, thence in 1983, the controlling depth was 6 feet in the channel. The entrance channel at the Chesapeake and Delaware Canal end of the branch was reported, in July 2000, to have a depth of 7 feet. A submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.

(BP 168617; NOS 12277; CL 506/01) 42/01

Page 168—Paragraph 19, lines 7 to 9; read:

velocity is about 0.9 knot. (See Notice to Mariners and latest editions of charts for controlling depths.) Gasoline and diesel fuel can be obtained at a yacht club on ...

(NOS 12216) 42/01

Page 168—Paragraph 20, lines 4 to 10; read:

westward to the town of **Milton**. (See the latest chart and notice to mariners for the controlling depth in the river.)

(19/01 CG5; NOS 12216) 42/01

Page 168—Paragraph 22, lines 7 to 12; read:

Lewes and 0.5 foot at Rehoboth Beach. (See Notice to Mariners and latest editions of charts for controlling depths.) In March 1999, a sunken vessel, marked by a white light, ...

(NOS 12216) 42/01

Page 168—Paragraph 30, line 5; read:

In August 2000, the channel had a reported centerline controlling depth of 2.0 ...

(CL 633/01) 42/01

Page 176—Paragraph 38, lines 3 to 12; read:

Route in the southeasterly approach. Federal project main channel depths are 50 feet from ...

(NOS 12221) 42/01

Page 176—Paragraph 43, lines 2 to 3; read:

Baltimore (telephone: 410-342-6013, fax: 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Cape Henry, VA, to Baltimore. Transmit ETA 24 hours and 6 hours before arrival pilot station. Email ETA, speed, and draft to: dispatch@marylandpilots.com. The Virginia ...

(CL 320/00; CL 1551/01) 42/01

Page 178—Paragraph 92, line 4; read:

a buoy and daybeacon along its southern edge. These lights, together with one on ...

(12/01 CG5; NOS 12245) 42/01

Page 185—Paragraph 20, lines 2 to 3; read:

mouth of Nansemond River. In November 2000, the reported centerline controlling depth was 9.8 feet to Daybeacon 26; thence in 1978, 8 feet was reported to Suffolk. The channel is well ...

(CL 683/01; LL/01) 42/01

Page 188—Paragraph 83, line 1; read:

Chart 12252.-Hopewell, Mile 59W, is the site of several ...

(DOLE/01; NOS 12252) 42/01

Page 227—Paragraph 10, lines 7 to 12; read:

of Refuge, and the southerly basin as Mud Creek Basin. (See Notice to Mariners and latest editions of charts for controlling depths.)

(NOS 12224) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 22

Page 136—Paragraph 89, lines 6 to 7; read:
30-foot bascule span with a clearance of 5 feet. In July 2001, a fixed highway bridge was under construction with a design clearance of 25 feet; upon completion, it will replace the bascule bridge. The overhead power cables just upstream of the bridge have a clearance of 60 feet.
(CL 1476/01; 27/01 CG5; CL 749/01) 42/01

Page 143—Paragraph 73, lines 2 to 3; read:
of the entrance to Delaware Bay. **Cape May Light** (38˚55'59"N., 74˚57'37"W.), 165 feet above the water, is shown from a gray tower ...
(35/01 CG5) 42/01

Page 145—Paragraph 79, lines 1 to 2; read:
Five Fathom Bank Lighted Buoy F (38˚46'49"N., 74˚34'32'W.) is about 20 miles east-southeast of Cape May Light.
(35/01 CG5; LL/01) 42/01

Page 145—Paragraph 92, line 3; read:
Five Fathom Bank Lighted Buoy F (38˚46'49"N., 74˚ 34'32"W.) in ...
(35/01 CG5) 42/01

Page 145—Paragraph 93, lines 3 to 4; read:
Five Fathom Bank Traffic Lane Buoy FB (38˚46'51"N., 74˚55'35"W.) through Cape Henlopen-Five Fathom Bank Traffic ...
(35/01 CG5) 42/01

Page 151—Paragraph 191, line 2; read:
Point is on the southeast side of the entrance of **Nantuxent Cove**. The point is marked by a light.
(34/01 CG5) 42/01

Page 193—Paragraph 41, lines 6 to 8; read:
above the entrance light. In January 2001, the channel marked by a light, buoys, and daybeacons, has a reported centerline controlling depth of 3.4 feet to the Coast Guard basin. Local knowledge is advised.
(CL 598/01) 42/01

Page 196—Paragraph 105, line 7; read:
feet crosses the creek about 0.4 mile above the mouth. In August 2000, the overhead cable was reported not found.
(CL 1105/01) 42/01

Page 202—Paragraph 34, line 6; read:
buoys and lights, and is easy to navigate; the channel inside is ...
(21/01 CG5) 42/01

Page 204—Paragraph 80; read:
Leonardtown is on the north side of Breton Bay 5 miles above the mouth.
(CL 454/01) 42/01

Page 232—Paragraph 105, line 3; read:
Williams Point, about 19 miles above the mouth; thence in August 2000, 10 feet was reported to ...
(CL 955/01) 42/01

Page 233—Paragraph 126, lines 3 to 5; read:
side of the creek just inside the entrance. In February 2001, the reported controlling depth was 4 feet in the channel with 4 feet alongside the wharf. A surfaced launching ramp is available.
(CL 790/01) 42/01

Page 254—Paragraph 193, lines 5 to 7; read:
east fork of the river 3.2 miles above the mouth. In June 1999, the controlling depth was 6.7 feet (9.4 feet at midchannel) to the anchorage basin, thence 9.4 feet in the basin with lesser ...
(BPs 172542-44) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 23

Page 149—Paragraph 153, lines 1 to 3; read:
In May 2001, the controlling depths were 3.9 feet off the entrance to the jetties, thence 6.1 feet through the jetties, thence 2.9 feet to the Mispillion River Buoy 2; thence in 1988, the centerline ...
(BPs 174701-04; LL/01) 42/01

Page 149—Paragraph 158, line 3; read:
May 2001, the controlling depth was 3.1 feet in the dredged ...
(BP 174676) 42/01

Page 152—Paragraph 208, lines 8 to 13; read:
project at the highway bascule bridge in Salem. In November 2000, the controlling depth was 13.4 feet (15.4 feet at midchannel) to Light 14; thence in 1999-November 2000, 12.2 feet through the landcut with 14 to 16 feet in the basin, thence November 2000, 16.0 feet to the head of the project near the highway bridge at Salem. Above the bridge, in 1976, the depths were 2 ...
(CL 1755/00; BPs 16898-21; CL 1862/99) 42/01

Page 204—Paragraph 63, lines 3 to 4; read:
through jetties to an anchorage basin 0.4 mile inside. In September 1999, the controlling depth was 1.8 feet with 6.9 to 7.9 feet in the basin. A ...
(BP 172574) 42/01

Page 229—Paragraph 49, lines 8 to 9; read:
River. In June 2000, the controlling depth in the dredged section was 1.7 feet (4.9 feet at midchannel). The cut is subject ...
(BPs 172533-40) 42/01

COAST PILOT 9 19 Ed 1998 Change No. 23
LAST NM 26/01

Page 6—Paragraph 136, line 10; read:
signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html).
(27/01 CG14) 42/01

Page 52—Paragraphs 517 to 518; read:
§164.01 Applicability.
(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.
(CL 834/01; FR 5/2/01) 42/01

Page 52—Paragraph 523, line 5; read:
anticipated conditions.
(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.
(CL 834/01; FR 5/2/01) 42/01

Page 194—Paragraph 746, line 8; read:
Light 2 (57˚38"12"N., 153˚59'42"W.), 22 feet above the water, is ...
(LL/00) 42/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 Ed 2001 LAST NM 40/01

Page 4-3—Line 14/L to Page 4-9—Line 12/L; read:

Regulations concerning distress, emergency, and safety traffic are contained in the Radio Regulations of the International Telecommunication Union (ITU), Geneva. Pertinent information is extracted below in condensed form from the 1998 edition.

ARTICLE S30, GENERAL PROVISIONS:

Section I - Introduction: This Chapter contains the provisions for the operational use of the Global Maritime Distress and Safety System (GMDSS), which is fully defined in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. Distress, urgency and safety transmissions may also be made, using Morse telegraphy or radiotelephony techniques, in accordance with the provisions of Radio Regulations for distress and safety communications for non-GMDSS vessels (Appendix S13), and relevant ITU-R Recommendations.

No provision of these Regulations prevents the use by a mobile station or a mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

No provision of these Regulations prevents the use by stations on board aircraft, ships engaged in search and rescue (SAR) operations, land stations, or coast earth stations, in exceptional circumstances, of any means at their disposal to assist a mobile station or a mobile earth station in distress.

Section II - Maritime provisions: The provisions specified in this Chapter are obligatory in the maritime mobile service and the maritime mobile-satellite service for all stations using the frequencies and techniques prescribed for the functions set out herein. However, stations of the maritime mobile service, when fitted with equipment used by stations operating in conformity with Radio Regulations for distress and safety communications for non-GMDSS vessels (Appendix S13), shall comply with the appropriate provisions of those Regulations.

The International Convention for the Safety of Life at Sea (SOLAS), 1974 as amended, prescribes which ships and which of their survival craft shall be provided with radio equipment, and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be met by such equipment.

Ship earth stations located at RCCs may be authorized by an administration to communicate for distress and safety purposes with any other station using bands allocated to the maritime mobile-satellite service, when special circumstances make it essential, notwithstanding the methods of working provided for in these Regulations.

Mobile stations of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified in the Radio Regulations.

ARTICLE S31, FREQUENCIES FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS):

Section I - General: The frequencies to be used for the transmission of distress and safety information under the GMDSS are shown in the following tables. In addition to the frequencies listed, coast stations should use other appropriate frequencies for the transmission of safety messages.

Any emission causing harmful interference to distress and safety communications on any of the discrete frequencies identified in the following tables is prohibited.

The number and duration of test transmissions shall be kept to a minimum on the frequencies identified below; they should be coordinated with a competent authority, as necessary, and, wherever practicable, be carried out on artificial antennas or with reduced power. However, testing on the distress and safety calling frequencies should be avoided, but where this is unavoidable, it should be indicated that these are test transmissions.

Before transmitting for other than distress purposes on any of the frequencies identified below for distress and safety, a station shall, where practicable, listen on the frequency concerned to make sure that no distress transmission is being sent.

PUB 117 (Continued)

Table of Frequencies below 30 MHz

Frequency (MHz)	Description of usage	Notes
490	MSI	Used only for maritime safety information (MSI) in a national language through the international NAVTEX system.
518	MSI	Used only for MSI in the English language by the international NAVTEX system.
*2174.5	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.
*2182	RT	A carrier frequency used for distress and safety communications (traffic) by RT. 2182 kHz uses class of emission J3E.
*2187.5	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
3023	AERO-SAR	An aeronautical carrier (reference) frequency which may be used for intercommunication between mobile stations engaged in coordinated SAR operations, and for communication between these stations and participating land stations.
*4125	RT	A ship station carrier frequency for calling on RT. 4125 kHz is authorized for common use by coast and ship stations for SSB RT on a simplex basis for call and reply purposes, provided the peak power does not exceed 1 kW. The use of this frequency for working purposes is not permitted. 4125 kHz is authorized for common use by coast and ship stations for SSB RT on a simplex basis for distress and safety traffic. In the United States, 4125 kHz is authorized for common use by coast and ship stations for SSB RT on a simplex basis, provided the peak power does not exceed 1 kW. Aircraft stations may use this frequency to communicate with stations of the maritime mobile service for distress and safety purposes, including SAR.
*4177.5	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.
*4207.5	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
4209.5	MSI	Used only for NAVTEX-type transmissions.
4210	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
5680	AERO-SAR	An aeronautical carrier (reference) frequency which may be used for intercommunication between mobile stations engaged in coordinated SAR operations, and for communication between these stations and participating land stations.
*6215	RT	A ship station carrier frequency for calling on RT. 6215 kHz is authorized for common use by coast and ship stations for SSB RT on a simplex basis for call and reply purposes, provided the peak power does not exceed 1 kW. The use of this frequency for working purposes is not permitted. 6215 kHz is authorized for common use by coast and ship stations for SSB RT on a simplex basis for distress and safety traffic. Aircraft stations may use this frequency to communicate with stations of the maritime mobile service for distress and safety purposes, including SAR.
*6268	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.

Note: Except as provided in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies denoted by an asterisk (*) is prohibited.

PUB 117 (Continued)

Table of Frequencies below 30 MHz

Frequency (MHz)	Description of usage	Notes
*6312	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
6314	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
*8291	RT	Used only for distress and safety communications (traffic) by RT.
*8376.5	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.
*8414.5	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
8416.5	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
*12290	RT	Used only for distress and safety communications (traffic) by RT.
*12520	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.
*12577	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
12579	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
*16420	RT	Used only for distress and safety communications (traffic) by RT.
*16695	NBDP	Used only for distress and safety communications (traffic) using NBDP telegraphy.
*16804.5	DSC	Used only for distress and safety calls using digital selective calling in accordance with the Radio Regulations.
16806.5	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
19680.5	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
22376	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.
26100.5	MSI-HF	Used only for the transmission of high seas MSI by coast stations to ships, by means of NBDP telegraphy, in the maritime mobile service.

Note: Except as provided in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies denoted by an asterisk (*) is prohibited.

PUB 117 (Continued)

Table of Frequencies above 30 MHz

Frequency (MHz)	Description of usage	Notes
*121.5	AERO-SAR	The aeronautical emergency frequency 121.5 MHz is used for the purposes of distress and urgency for RT by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 137 MHz. This frequency may also be used for these purposes by survival craft stations. EPIRBs use this frequency as indicated in the Radio Regulations. Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency only, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated SAR operations, using class A3E emissions for both frequencies. They shall then comply with any special arrangement between governments concerned by which the aeronautical mobile service is regulated.
123.1	AERO-SAR	The aeronautical auxiliary frequency 123.1 MHz, which is auxiliary to the aeronautical emergency frequency 121.5 MHz, is for use by stations of the aeronautical mobile service and by other mobile and land stations engaged in coordinated SAR operations. Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency only, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated SAR operations, using class A3E emissions for both frequencies. They shall then comply with any special arrangement between governments concerned by which the aeronautical mobile service is regulated.
156.3	VHF (Ch. 06)	Used for communication between ship stations and aircraft stations engaged in coordinated SAR operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes. Ship stations shall avoid harmful interference to such communications on Ch. 06 as well as to communications between aircraft stations, ice-breakers and assisted ships during ice seasons.
*156.525	VHF (Ch. 70)	Used in the maritime mobile service for distress and safety calls using digital selective calling.
156.650	VHF (Ch. 13)	Used on a worldwide basis for ship-to-ship communications relating to the safety of navigation. It may also be used for the ship movement and port operations service subject to the national regulations of the administrations concerned.
*156.8	VHF (Ch. 16)	Used for distress and safety communications by RT. It may also be used by aircraft stations for safety purposes only.
*406-406.1	406-EPIRB	This frequency band is used only by satellite EPIRBs in the Earth-to-space direction.
1530-1544	SAT-COM	In addition to its availability for routine non-safety purposes, this frequency band is used for distress and safety purposes in the space-to-Earth direction in the maritime mobile-satellite service. GMDSS distress, urgency and safety communications have priority in this band.
*1544-1545	D&S-OPS	Use of this band (space-to-Earth) is limited to distress and safety operations, including feeder links of satellites needed to relay emissions of satellite EPIRBs to earth stations and narrow-band (space-to-Earth) links from space stations to mobile stations.

Note: Except as provided in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies denoted by an asterisk (*) is prohibited.

PUB 117 (Continued)

Table of Frequencies above 30 MHz

Frequency (MHz)	Description of usage	Notes
1626.5-1645.5	SAT-COM	In addition to its availability for routine non-safety purposes, this frequency band is used for distress and safety purposes in the Earth-to-space direction in the maritime mobile-satellite service. GMDSS distress, urgency and safety communications have priority in this band.
*1645.5-1646.5	D&S-OPS	Use of this band (Earth-to-space) is limited to distress and safety operations, including transmissions from satellite EPIRBs and relay of distress alerts received by satellites in low polar Earth orbits to geostationary satellites.
9200-9500	SARTS	Used by radar transponders to facilitate SAR.

Note: Except as provided in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies denoted by an asterisk (*) is prohibited.

Section II - Survival craft stations: Equipment for radiotelephony use in survival craft stations shall, if capable of operating on any frequency in the bands between 156 MHz and 174 MHz, be able to transmit and receive on 156.8 MHz and at least one other frequency in these bands.

Equipment for transmitting locating signals from survival craft stations shall be capable of operating in the 9200-9500 MHz band.

Equipment with DSC facilities for use in survival craft shall, if capable of operating in the bands between:
– 1605 and 2850 kHz, be able to transmit on 2187.5 kHz;
– 4000 and 27500 kHz, be able to transmit on 8414.5 kHz;
– 156 and 174 MHz, be able to transmit on 156.525 MHz.

Section III - Watchkeeping:

(A) - Coast stations: Those coast stations assuming a watch-keeping responsibility in the GMDSS shall maintain an automatic DSC watch on frequencies and for periods of time as indicated in the information published in the List of Coast Stations.

(B) - Coast earth stations: Those coast earth stations assuming a watch-keeping responsibility in the GMDSS shall maintain a continuous automatic watch for appropriate distress alerts relayed by space stations.

(C) - Ship stations: Ship stations, where so equipped, shall, while at sea, maintain an automatic DSC watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating. Ship stations, where so equipped, shall also maintain watch on the appropriate frequencies for the automatic reception of transmissions of meteorological and navigational warnings and other urgent information to ships. However, ship stations shall also continue to apply the appropriate watch-keeping provisions of the Radio Regulations for distress and safety communications for non-GMDSS vessels (Appendix S13).

NOTE: Listening watches on 2182 kHz are no longer mandatory. Until 1 February 2005, every ship while at sea shall maintain, when practicable, a continuous listening watch on VHF Ch. 16; such a watch shall be kept at the position from which the ship is normally navigated.

Ship stations complying with the provisions of the Radio Regulations should, where practicable, maintain a watch on the frequency 156.650 MHz (VHF Ch. 13) for communications related to the safety of navigation.

(D) - Ship earth stations: Ship earth stations complying with the provisions of the Radio Regulations shall, while at sea, maintain watch except when communicating on a working channel.

ARTICLE S32, OPERATIONAL PROCEDURES FOR DISTRESS AND SAFETY COMMUNICATIONS IN THE GMDSS:

Section I - General: Distress and safety communications rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques.

The distress alert shall be sent through a satellite either with absolute priority in general communication channels or on exclusive distress and safety frequencies or, alternatively, on the distress and safety frequencies in MF, HF and VHF bands using DSC.

The distress alert shall be sent only on the authority of the person responsible for the ship, aircraft or other vehicle carrying the mobile station or the mobile earth station.

All stations which receive a distress alert transmitted by DSC shall immediately cease any transmission capable of interfering with distress traffic and shall continue watch until the call has been acknowledged.

DSC shall be in accordance with the relevant ITU-R Recommendations.

Each administration shall ensure that suitable arrangements are made for assigning and registering identities used by ships participating in the GMDSS, and shall make registration information available to RCCs on a 24-hour day, 7-day week basis. Where appropriate, administrations shall notify responsible organizations immediately of additions, deletions and other changes in these assignments. Registration information shall be in accordance with the Radio Regulations (Resolution 340).

Any GMDSS shipboard equipment which is capable of transmitting position coordinates as part of a distress alert message and which does not have an integral electronic

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position-fixing system receiver shall be interconnected to a separate navigation receiver, if one is installed, to provide that information automatically.

Transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

The Phonetic Alphabet and Figure Code, and the abbreviations and prosigns listed below, in accordance with the Radio Regulations, should be used where applicable. The Standard Marine Communication Phrases (published by the International Maritime Organization (IMO)) and the International Code of Signals (NVPUB102) are also recommended for use. (NOTE: Three-letter signals (Q Code) are also listed in ACP 131, Communications Instructions, Operating Signals.)

AA - All After
AB - All Before
ADS - Address
AR - End of transmission (in telegraphy, a bar over the letters means they are sent as one signal: • – • – •)
AS - Waiting period
BK - Interruption of transmission in progress
BN - All between
BQ - Reply to RQ
BT - Separation between parts of a transmission
C - Affirmative
CFM - Confirm/I confirm
CL - I am closing my station
COL - Collate/I collate
CORRECTION - Cancel last word or group
CP - General call to two or more specified stations
CQ - General call to all stations
CS - Request for call sign
DE - From
DF - Precede time, bearing, possible error
DO - Bearing doubtful, request again at specified time
DSC - Digital selective calling
E - East
ETA - Estimated time of arrival
INTERCO - Signals from International Code will follow
K - Invitation to transmit
KA - Starting signal
KTS - Knots
MIN - Minutes
MSG - Prefix indicating message to or from Master regarding ship's operation or navigation
MSI - Marine safety information
N - North
NBDP - Narrow band direct printing telegraphy
NIL - I have nothing to send you
NO - Negative
NW - Now
NX - Notice to Mariners
OK - It is correct
OL - Ocean letter
P - Prefix indicating private radiotelegram
PBL - Preamble, used after question mark in telegraphy, RQ in telephony, or RPT, to request repetition
PSE - Please
R - Received
RCC - Rescue coordination center
REF - Reference
RPT - Repeat
RQ - Request
S - South
SAR - Search and rescue
SIG - Signature, used after question mark in radiotelegraphy, RQ in telephony, or RPT, to request repetition
SLT - Radiomaritime letter
SVC - Prefix indicating service message
SYS - Refer to your service message
TFC - Traffic
TR - Land station request for position and next port of call; also precedes response
TU - Thank you
TXT - Text
VA - End of work
W - West
WA - Word after
WB - Word before
WD - Word(s) or group(s)
WX- Weather
XQ- Prefix indicating service note
YZ - Plain language

Section II - Distress alerting:

(A) - General: The transmission of a distress alert indicates that a mobile unit (ship, aircraft or other vehicle) or person is threatened by grave and imminent danger and requests immediate assistance. The distress alert is a digital selective call using distress call format in the bands used for terrestrial radiocommunication or a distress message format, in which case it is relayed through space stations. (The format of distress calls and distress messages shall be in accordance with the relevant ITU-R Recommendations.)

The distress alert shall provide the identification of the station in distress and its position. (It may also contain information regarding the nature of the distress, the type of assistance required, the course and speed of the mobile unit, the time that this information was recorded and any other information which might facilitate rescue.)

A distress alert is false if it was transmitted without any indication that a mobile unit or person was in distress and required immediate assistance. Administrations receiving a false distress alert shall report this infringement, if that alert:

– was transmitted intentionally;
– was not cancelled in accordance with the Radio Regulations (Resolution 349);
– could not be verified as a result of either the ship's failure to keep watch on appropriate frequencies in accordance with the Radio Regulations, or its failure to respond to calls from an authorized rescue authority;
– was repeated; or
– was transmitted using a false identity.

Administrations receiving such a report shall take appropriate steps to ensure that the infringement does not recur. No action should normally be taken against any ship or mariner for reporting and cancelling a false distress alert.

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(B) - Transmission of a distress alert:

– (B1) - Transmission of a distress alert by a ship station or a ship earth station: Ship-to-shore distress alerts are used to alert RCCs via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites (from a ship earth station or satellite EPIRB) and terrestrial services (from ship stations and EPIRBs).

Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of DSC in the VHF and MF bands. Additionally, the HF band may be used.

– (B2) - Transmission of a shore-to-ship distress alert relay: A station or RCC which receives a distress alert shall initiate the transmission of a shore-to-ship distress alert relay addressed, as appropriate, to all ships, to a selected group of ships or to a specific ship by satellite and/or terrestrial means.

The distress alert relay shall contain the identification of the mobile unit in distress, its position and all other information which might facilitate rescue.

– (B3) - Transmission of a distress alert by a station not itself in distress: A station in the mobile or mobile-satellite service which learns that a mobile unit is in distress shall initiate and transmit a distress alert in any of the following cases:
  – when the mobile unit in distress is not itself in a position to transmit the distress alert;
  – when the Master or person responsible for the mobile unit not in distress considers further help is necessary.

A station transmitting a distress alert relay, in accordance with the Radio Regulations, shall indicate that it is not itself in distress.

(C) - Receipt and acknowledgment of distress alerts:

– (C1) - Procedure for acknowledgment of receipt of distress alerts: Acknowledgment by DSC of receipt of a distress alert in the terrestrial services shall be in accordance with relevant ITU-R Recommendations. (For further information on procedures for DSC distress alerts, acknowledgments and relays see sec. 400J.)

Acknowledgment through a satellite of receipt of a distress alert from a ship earth station shall be sent immediately.

Acknowledgment by radiotelephony of receipt of a distress alert from a ship station or a ship earth station shall be given in the following form:
  – the distress signal MAYDAY;
  – the call sign or other identification of the station sending the distress message, spoken three times;
  – the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
  – the call sign or other identification of the station acknowledging receipt, spoken three times;
  – the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
  – the distress signal MAYDAY.

The acknowledgment by direct printing telegraphy of receipt of a distress alert from a ship station shall be given in the following form:
  – the distress signal MAYDAY;
  – the call sign or other identification of the station sending the distress alert;
  – the word DE;
  – the call sign or other identification of the station acknowledging receipt of the distress alert;
  – the signal RRR;
  – the distress signal MAYDAY.

The acknowledgment by direct printing telegraphy of receipt of a distress alert from a ship earth station shall be given by the coast earth station receiving the distress alert, by retransmitting the ship station identity of the ship transmitting the distress alert.

– (C2) - Receipt and acknowledgment of receipt by a coast station, a coast earth station or a RCC: Coast stations and appropriate coast earth stations in receipt of distress alerts shall ensure that they are routed as soon as possible to a RCC. Receipt of a distress alert is to be acknowledged as soon as possible by a coast station, or by a RCC via a coast station or an appropriate coast earth station.

A coast station using DSC to acknowledge a distress call shall transmit the acknowledgment on the distress calling frequency on which the call was received and should address it to all ships. The acknowledgment shall include the identification of the ship whose distress call is being acknowledged.

– (C3) - Receipt and acknowledgment of receipt by a ship station or ship earth station: Ship or ship earth stations in receipt of a distress alert shall, as soon as possible, inform the Master or person responsible for the ship of the contents of the distress alert.

In areas where reliable communications with one or more coast stations are practicable, ship stations in receipt of a distress alert should defer acknowledgment for a short interval so that receipt may be acknowledged by a coast station.

Ship stations operating in areas where reliable communications with a coast station are not practicable which receive a distress alert from a ship station which is, beyond doubt, in their vicinity, shall, as soon as possible and if appropriately equipped, acknowledge receipt and inform a RCC through a coast station or coast earth station.

However, a ship station receiving an HF distress alert shall not acknowledge it but shall observe the provisions of *D* below, and shall, if the alert is not acknowledged by a coast station within 3 minutes, relay the distress alert.

A ship station acknowledging receipt of a distress alert in accordance with *C3* above should:
  – in the first instance, acknowledge receipt of the alert by using radiotelephony on the distress and safety traffic frequency in the band used for the alert;
  – if acknowledgment by radiotelephony of the distress alert received on the MF or VHF distress alerting frequency is unsuccessful, acknowledge receipt of the distress alert by responding with a digital selective call on the appropriate frequency.

A ship station in receipt of a shore-to-ship distress alert should establish communication as directed and render such assistance as required and appropriate.

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(D) - Preparations for handling of distress traffic: On receipt of a distress alert transmitted by use of DSC techniques, ship stations and coast stations shall set watch on the radiotelephone distress and safety traffic frequency associated with the distress and safety calling frequency on which the distress alert was received.

Coast stations and ship stations with NBDP equipment shall set watch on the NBDP frequency associated with the distress alert signal if it indicates that NBDP is to be used for subsequent distress communications. If practicable, they should additionally set watch on the radiotelephone frequency associated with the distress alert frequency.

Section III - Distress traffic:

(A) - General and SAR coordinating communications: Distress traffic consists of all messages relating to the immediate assistance required by the ship in distress, including SAR communications and on scene communications. The distress traffic shall as far as possible be on the frequencies contained in Article S31 (see above).

The distress signal consists of the word MAYDAY.

For distress traffic by radiotelephony, when establishing communications, calls shall be prefixed by the distress signal MAYDAY.

Error correction techniques in accordance with relevant ITU-R Recommendations shall be used for distress traffic by direct printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the distress signal MAYDAY.

Distress communications by direct printing telegraphy should normally be established by the ship in distress and should be in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

The RCC responsible for controlling a SAR operation shall also coordinate the distress traffic relating to the incident or may appoint another station to do so.

The RCC coordinating distress traffic, the unit coordinating SAR operations (the On Scene Commander (OSC) or Coordinator Surface Search (CSS)) or the coast station involved may impose silence on stations which interfere with that traffic. This instruction shall be addressed to all stations or to one station only, according to circumstances. In either case, the following shall be used:

– in radiotelephony, the signal SEELONCE MAYDAY;
– in NBDP telegraphy normally using forward error correcting mode, the signal SILENCE MAYDAY. However, the ARQ mode may be used when it is advantageous to do so.

Until they receive the message indicating that normal working may be resumed, all stations which are aware of the distress traffic, and which are not taking part in it, and which are not in distress, are forbidden to transmit on the frequencies in which the distress traffic is taking place.

A station of the mobile service which, while following distress traffic, is able to continue its normal service, may do so when the distress traffic is well established and on condition that it observes the provisions of the above paragraph and that it does not interfere with distress traffic.

When distress traffic has ceased on frequencies which have been used for distress traffic, the RCC controlling a SAR operation shall initiate a message for transmission on these frequencies indicating that distress traffic has finished.

In radiotelephony, the message referred to in the above paragraph consists of:

– the distress signal MAYDAY;
– the call “Hello all stations” or CQ (spoken as CHARLIE QUEBEC) spoken three times;
– the words THIS IS (or DE spoken as DELTA ECHO in the case of language difficulties);
– the call sign or other identification of the station sending the message;
– the time of handing in of the message;
– the name and call sign of the mobile station which was in distress;
– the words SEELONCE FEENEE.

In direct printing telegraphy, the message referred to in the above paragraph consists of:

– the distress signal MAYDAY;
– the call CQ;
– the word DE;
– the call sign or other identification of the station sending the message;
– the time of handing in of the message;
– the name and call sign of the mobile station which was in distress; and
– the words SILENCE FINI.

(B) - On scene communications: On scene communications are those between the mobile unit in distress and assisting mobile units, and between the mobile units and the unit coordinating SAR operations (the OSC or CSS).

Control of on scene communications is the responsibility of the unit coordinating SAR operations. Simplex communications shall be used so that all on scene mobile stations may share relevant information concerning the distress incident. If direct printing telegraphy is used, it shall be in the forward error correcting mode.

The preferred frequencies in radiotelephony for on scene communications are 156.8 MHz (VHF Ch. 16) and 2182 kHz. The frequency 2174.5 kHz may also be used for ship-to-ship on scene communications using NBDP telegraphy in the forward error correcting mode.

In addition, the frequencies 3023 kHz, 4125 kHz, 5680 kHz, 123.1 MHz, and 156.3 MHz (VHF Ch. 06) may be used for ship-to-aircraft on scene communications.

The selection or designation of on scene frequencies is the responsibility of the unit coordinating SAR operations. Normally, once an on scene frequency is established, a continuous aural or teleprinter watch is maintained by all participating on scene mobile units on the selected frequency.

(C) - Locating and homing signals: Locating signals are radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors. These signals include those transmitted by searching units, and those transmitted by the mobile unit in distress, by survival craft, by float-free EPIRBs, by satellite EPIRBs and by SAR radar transponders to assist the searching units.

Homing signals are those locating signals which are transmitted by mobile units in distress, or by survival craft,

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for the purpose of providing searching units with a signal that can be used to determine the bearing to the transmitting stations.

Locating signals may be transmitted in the following frequency bands:

– 117.975-136 MHz;
– 156-174 MHz;
– 406-406.1 MHz;
– 1645.5-1646.5 MHz; and
– 9200-9500 MHz.

Locating signals shall be in accordance with the relevant ITU-R Recommendations.

ARTICLE S33, OPERATIONAL PROCEDURES FOR URGENCY AND SAFETY COMMUNICATIONS IN THE GMDSS:

Section I - General: Urgency and safety communications include:

– navigational and meteorological warnings and urgent information;
– ship-to-ship safety of navigation communications;
– ship reporting communications;
– support communications for SAR operations;
– other urgency and safety messages;
– communications relating to navigation, movements and needs of ships, and weather observation messages destined for an official meteorological service.

Section II - Urgency communications: In a terrestrial system the announcement of the urgency message shall be made on one or more of the distress and safety calling frequencies as specified using DSC and the urgency call format. A separate announcement need not be made if the urgency message is to be transmitted through the maritime mobile-satellite service.

The urgency signal and message shall be transmitted on one or more of the distress and safety traffic frequencies specified, or via the maritime mobile-satellite service or on other frequencies used for this purpose.

The urgency signal consists of the words PAN PAN.

The urgency call format and the urgency signal indicate that the calling station has a very urgent message to transmit concerning the safety of a mobile unit or a person.

In radiotelephony, the urgency message shall be preceded by the urgency signal (PAN PAN), repeated three times, and the identification of the transmitting station.

In NBDP, the urgency message shall be preceded by the urgency signal (PAN PAN) and the identification of the transmitting station.

The urgency call format or urgency signal shall be sent only on the authority of the Master or the person responsible for the mobile unit carrying the mobile station or mobile earth station.

The urgency call format or the urgency signal may be transmitted by a land station or a coast earth station with the approval of the responsible authority.

When an urgency message which calls for action by the stations receiving the message has been transmitted, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary.

Error correction techniques in accordance with relevant ITU-R Recommendations shall be used for urgency messages by direct printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the urgency signal PAN PAN.

Urgency communications by direct printing telegraphy should normally be established in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

Section III - Medical transports: The term “medical transports,” as defined in the 1949 Geneva Conventions and Additional Protocols, refers to any means of transportation by land, water or air, whether military or civilian, permanent or temporary, assigned exclusively to medical transportation and under the control of a competent authority of a party to a conflict or of neutral States and of other States not parties to an armed conflict, when these ships, craft, and aircraft assist the wounded, the sick and the shipwrecked.

For the purpose of announcing and identifying medical transports which are protected under the above-mentioned Conventions, the procedure of Section II of this Article (urgency communications) is used. The urgency signal (PAN PAN) shall be followed by the addition of the single word MEDICAL in NDBP and by the addition of the single word “MAY-DEE-CAL,” in radiotelephony.

The use of the signals described in the above paragraph indicates that the message which follows concerns a protected medical transport. The message shall convey the following data:

– call sign or other recognized means of identification of the medical transport;
– position of the medical transport;
– number and type of vehicles in the medical transport;
– intended route;
– estimated time enroute and of departure and arrival, as appropriate;
– any other information, such as flight altitude, radio frequencies guarded, languages used and secondary surveillance radar modes and codes.

The identification and location of medical transports at sea may be conveyed by means of appropriate standard maritime radar transponders.

The identification and location of aircraft medical transports may be conveyed by the use of the secondary surveillance radar (SSR) system specified in Annex 10 to the Convention on International Civil Aviation.

The use of radiocommunications for announcing and identifying medical transports is optional; however, if they are used, the provisions of the above Regulations shall apply.

Section IV - Safety communications: In a terrestrial system the announcement of the safety message shall be made on one or more of the distress and safety calling frequencies as specified using DSC techniques. A separate announcement need not be made if the message is to be transmitted through the maritime mobile-satellite service.

The safety signal and message shall normally be transmitted on one or more of the distress and safety traffic frequencies specified, or via the maritime mobile-satellite service or on other frequencies used for this purpose.

The safety signal consists of the word SECURITE.

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The safety call format or the safety signal indicates that the calling station has an important navigational or meteorological warning to transmit.

In radiotelephony, the safety message shall be preceded by the safety signal (SECURITE, spoken SECURITAY) repeated three times, and identification of the transmitting station.

In NBDP, the safety message shall be preceded by the safety signal (SECURITE), and the identification of the transmitting station.

Error correction techniques in accordance with relevant ITU-R Recommendations shall be used for safety messages by direct printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the safety signal SECURITE.

Safety communications by direct printing telegraphy should normally be established in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

Section V - Transmission of Maritime Safety Information (MSI): (MSI includes navigation and meteorological warnings, meteorological forecasts and other urgent messages pertaining to safety normally transmitted to or from ships, between ships and between ship and coast stations or coast earth stations.)

(A) - General: Messages from ship stations containing information concerning the presence of cyclones shall be transmitted, with the least possible delay, to other mobile stations in the vicinity and to the appropriate authorities at the first point of the coast with which contact can be established. These transmissions shall be preceded by the safety signal.

Messages from ship stations containing information on the presence of dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be transmitted as soon as possible to other ships in the vicinity, and to the appropriate authorities at the first point of the coast with which contact can be established. These transmissions shall be preceded by the safety signal.

The operational details of the stations transmitting MSI in accordance with the provisions of *B*, *C*, *D*, and *E* below shall be indicated in the List of Radiodetermination and Special Service Stations. (In Pub. 117, see station listings in sec. 300J, 300L and 400I.)

The mode and format of the transmissions mentioned in *B, C* and *D* below shall be in accordance with the relevant ITU-R Recommendations.

(B) - International NAVTEX system: MSI shall be transmitted by means of NBDP telegraphy with forward error correction using the frequency 518 kHz in accordance with the international NAVTEX system.

(C) - 490 kHz and 4209.5 kHz: The frequency 490 kHz may be used for the transmission of MSI by means of NBDP telegraphy with forward error correction.

The frequency 4209.5 kHz is used exclusively for NAVTEX-type transmissions by means of NBDP telegraphy with forward error correction.

(D) - High seas MSI: MSI is transmitted by means of NBDP telegraphy with forward error correction using the frequencies 4210 kHz, 6314 kHz, 8416.5 kHz, 12579 kHz, 16806.5 kHz, 19680.5 kHz, 22376 kHz and 26100.5 kHz.

(E) - MSI via satellite: MSI may be transmitted via satellite in the maritime mobile-satellite service using the band 1530-1545 MHz.

Section VI - Intership navigation safety communications: Intership navigation safety communications are those VHF radiotelephone communications conducted between ships for the purpose of contributing to the safe movement of ships.

The frequency 156.650 MHz (VHF Ch. 13) is used for intership navigation safety communications.

Section VII - Use of other frequencies for distress and safety: Radiocommunications for distress and safety purposes may be conducted on any appropriate communications frequency, including those used for public correspondence. In the maritime mobile-satellite service, frequencies in the bands 1530-1544 MHz and 1626.5-1645.5 MHz are used for this function as well as for distress alerting purposes.

Section VIII - Medical advice: Mobile stations requiring medical advice may obtain it through any of the land stations shown in the List of Radiodetermination and Special Service Stations. (In Pub. 117, see sec. 500B.)

Communications concerning medical advice may be preceded by the urgency signal.

ARTICLE S34, ALERTING SIGNALS IN THE GMDSS:

Section I - EPIRB and Satellite EPIRB Signals: The EPIRB signal transmitted on 156.525 MHz and satellite EPIRB signals in the band 406-406.1 MHz or 1645.5-1646.5 MHz shall be in accordance with relevant ITU-R Recommendations.

Section II - Digital selective calling (DSC): The characteristics of the “distress call” in DSC system shall be in accordance with relevant ITU-R Recommendations.

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WORLD PORT INDEX CORRECTIONS

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EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	ENTRANCE RESTRICTIONS: SWELL	ENTRANCE RESTRICTIONS: ICE	ENTRANCE RESTRICTIONS: OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
*48297	RAS LAFFAN	QA	2556N	05136E	172	62417	M	CB	G	Y	N	N	Y	N	G	C	H		05	L		Y	42/01
48360	MINA ABD ALLAH	KU	2902N	04811E	172	62432 *	S	OR	F	Y	N	N	Y		G	E *	G	E	11	L	Y		42/01
48361	MINA AL AHMADI	KU	2901N	04811E	172	62432	M *	OR	F	N	N	N	Y		A	A	G	A	04	L	Y		42/01
48370	AL KUWAYT	KU	2923N	04758E	172	62433	S	CN	F	Y	N	N	Y		L	J *	K		12 *	L	Y	Y *	42/01
48335	DAMMAM	SA	2630N *	05012E *	172	62416	S	CB *	F	N	N	N	N		G	G	J		05	L	Y *	Y	42/01

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	PILOTAGE: AVAILABLE	PILOTAGE: LOCAL ASSIST	PILOTAGE: ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	QUARANTINE: DERATT CERT	QUARANTINE: OTHER	COMMUNICATIONS: TELEPHONE	COMMUNICATIONS: TELEGRAPH	COMMUNICATIONS: RADIO	COMMUNICATIONS: RADIO TEL	COMMUNICATIONS: AIR	COMMUNICATIONS: RAIL	LOAD/OFFLOAD: WHARVES	LOAD/OFFLOAD: ANCHOR	LOAD/OFFLOAD: MED MOOR	LOAD/OFFLOAD: BEACH MOOR	LOAD/OFFLOAD: ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	CRANES: MOBILE	CRANES: FLOATING	LIFTS: 100 TONS PLUS	LIFTS: 50 - 100 TONS	LIFTS: 25 - 49 TONS	LIFTS: 0 - 24 TONS	SERVICES: LONGSHORE	SERVICES: ELECT	SERVICES: STEAM	SERVICES: NAVIG EQUIP	SERVICES: ELECT REPAIR	SUPPLIES: PROVISIONS	SUPPLIES: WATER	SUPPLIES: FUEL OIL	SUPPLIES: DIESEL OIL	SUPPLIES: DECK	SUPPLIES: ENGINE	REPAIR	DRYDOCK	RAILWAY	
*48297	Y	Y	Y	Y	Y				Y	Y	N		Y		Y	Y	Y		Y					Y	Y	N	N	Y			Y				Y					Y	N	N	N			N			42/01
48360	Y	N	Y	Y *	Y *		Y	N	Y	Y	N *		Y		N	Y			Y	N				N *	N *		N								N	N	N	N	N	N	Y *	N	Y	Y	N	N		N		42/01
48361	Y	Y	Y	Y	Y		Y	*	Y	Y	Y				Y	Y	Y		Y					Y			N	Y	Y	Y											Y	N *	Y	Y	N		C		S	42/01
48370		Y	Y	Y	Y		Y		Y	Y *	Y		N *	Y	Y *	Y	Y		Y		Y			Y				Y	Y	Y					Y					Y	Y	Y	Y	Y	Y	B	S *	L *	42/01
48335	N	N	Y	Y	Y *		Y	*	Y	Y	Y *				Y	Y	Y	*	Y	Y				Y				Y	Y		Y		Y		Y			Y *		Y	Y	Y	Y	Y	B	M		42/01